

MINUTES  
OF THE MEETING OF THE  
TRAFFIC AND PARKING COMMISSION  
August 11, 2008

The regular monthly meeting of the Traffic and Parking Commission was held at 3:00 p.m. on Monday, August 11, 2008, at the Metro Southeast at Genesco Park. The following were present unless noted otherwise:

Commission Members

Debbie Frank, Chairperson	Feller Brown
Richard Fletcher, Vice Chairperson	Breonus Mitchell, Sr.
Kathy Austin	Richard M. Morin - absent
Capt. Anthony Carter -absent	Council Member Carl Burch
Gene Ward	Lt. David Corman

Staff Members

Mark Macy, Engineering Director	Jon Michael, Legal Advisor
Chip Knauf, Traffic Engineer	Diane Marshall, Parking Administrator
Korby Bowden, Engineering Tech II	Mauri Wood, Collier Engineering
Benny Word, Collier Engineering	

Others Present

Council Member Karen Bennett, District 8	John Stevenson, American Builders
Council Member Vivian Wilhoite, District 29	Daniel Elkin, 1026 Iverson
Doug Marks, Sun Development	Bob Murphy, RPM Consultants
Sheila Carpenter, Pres. Maynor Place Home Owners Association	

Chairperson Debbie Frank called the meeting of August 11, 2008, to order at 3:01 p.m.

**CALL TO ORDER**

Ms. Frank mentioned Ordinance No. BL2006-1050 regarding the appeals process of the Traffic and Parking Commission.

*"If you are not satisfied with a decision made by the Traffic & Parking Commission, you may appeal the decision by filing for a writ of certiorari with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Commission's decision. We advise that you seek your own independent legal advice to ensure that your appeal is filed in a timely manner and that all procedural requirements have been met."*

**APPROVAL OF AGENDA**

Rev. Breonus Mitchell moved for **approval** of the Revised Agenda, seconded by Mr. Gene Ward and **approved with no opposition**.

## **APPROVAL OF MINUTES**

Rev. Mitchell moved for approval of the July 14, 2008, Minutes and seconded by Mr. Feller Brown, ***approved by voice vote with no opposition.***

## **CONSENT AGENDA**

Ms. Frank read a list of items proposed for ***approval*** on consent.

1. **Proposal No. 2008M-132U-8** – Request to abandon a portion of right-of-way on 30<sup>th</sup> Ave. N between Alley #945 and Felicia St., requested by Ms. Andrea Hayes (Council Member Edith Langster, District 21)
2. **Proposal No. 2003M-093U-12** - Request to abandon a portion of right-of-way on Trousdale Dr. between Broadwell Dr. and Hill Rd., requested by Mr. Lyman H. Hines (Council Member Parker Toler, District 31)
3. **RESOLUTION NO. 2008-08**
  - Authorize Traffic Signal at Doverside Dr. and Nashville Commons
  - Change Speed Limit from 35mph to 40mph on Korean Veterans Blvd. bridge from Interstate Dr. to 4<sup>th</sup> Ave. S
  - Change Speed Limit from 40mph to 35mph on Harding Place/Battery Lane from 1000' east and west of the intersection at Granny White Pk.
  - Establish 25mph Speed Limit on Nichol Ln. from Page Rd. to West Tyne Dr.
  - Establish Graylynn Dr. from Lebanon Pk. to McGavock Pk. as a "Through Street"
  - Authorize Stop on:
    - Comroe Rd. at Sherman Oaks Dr.
    - Nevada Ave. at 33rd Ave. N
  - Establish Valet Zone, 5pm to 2am on Adelicia Ave., 65' zone on the north side and 45' zone on the south side between 19th Ave. S to 20th Ave. S
  - Authorize 2 Hour (1.00/hour) Parking Meters on:
    - Rosa L. Parks Ave., east side from Church St. to Union Ave.
    - Metro Library Parking Lot #2, adjacent to the old Ben West Bldg. between Polk Ave. and Rosa L. Parks Ave.

## **Resolution items for record change only in newly accepted subdivision:**

- Establish the following locations as “Through Streets”:
  - Gilmore Crossing Ln. from Cato Rd. to Rambling Brook Rd.
  - Rambling Brook Rd. from Eaton’s Creek Rd. to Gilmore Crossing Ln.
  - Maynard Ct. from Maynard Ct. to cul-de-sac
  
- Authorize Stop on:
  - Twin Oaks Cr. at Twin Oaks Dr.
  - Twin Oaks Ct. at Twin Oaks Dr.

## **REPORTS**

1. Parking – *on consent agenda*
2. Engineering – *on consent agenda*

Ms. Kathy Austin asked for clarification regarding the Valet Zone on Adelia Ave. and Ms. Diane Marshall noted that it was for a new development.

Mr. Ward made a motion to approve the Consent Agenda, seconded by Mr. Mitchell and **approved by a 7-0 hand vote.**

## **OLD BUSINESS**

1. Request to appeal denial of All-Way Stop on Hallcrest Ct. at Hampton Hall Way, requested by Council Member Jim Gotto, District 12

Council Member Gotto spoke on behalf of the neighborhood association in request of an All-Way Stop on Hampton Hall Way at Hallcrest. He said that there is excessive speeding and they feel this is the only way to slow down the traffic on Hampton Hall Way that has a down hill grade. Council Member Gotto added that he did not think that Traffic Calming would be beneficial at this location

Chairperson Debbie Frank asked Council Member Gotto if anyone from these neighborhoods came to speak on behalf or in opposition to these requests. Council Member Gotto said that no one has come but he has emails and letters from the Chesney Glen Home Owners Association. He added that he did not have anything writing from the Hampton Hall subdivision but they have assured him that they want the stop signs and the speed reductions.

Council Member Carl Burch said that he was assuming that the residents are in favor of the All-Way Stop on Hampton Hall Way at Hallcrest. He added that Stop signs generally are not the most desired way to slow traffic but it has proven in certain cases to do so.

Rev. Mitchell asked if Port Jamaica or any other intersecting streets to Hampton Hall Way had All-Way Stops. Council Member Gotto said that, presently, there are no All-Way Stops on Hampton Hall Way.

Mr. Chip Knauf noted that according to the before and after studies of unwarranted All-Way Stops, the speed is reduced just prior to the stop and at the stop sign, as expected. However, stop signs do not consistently slow people down. Mr. Richard Fletcher noted with signals, speed humps and other mechanisms also slow traffic as well. Mr. Knauf agreed and said that staff does not use these measures for speed control.

Ms. Austin inquired about the length of Hampton Hall Way. Mr. Mark Macy said that Hampton Hall Way is approximately ½ mile long. Council Member Burch said that when a stop sign is installed, sometimes the speed will increase but he would agree that people are going to slow down and go back to the speed that is posted. He pointed out that they do slow down for the stop.

Chairperson Frank asked if any traffic calming measures have been taken thus far. Mr. Benny Word, Traffic Calming Manager, said that when requests for stop signs are made, they go straight to the Traffic Department. Traffic Calming measures do not include stop signs. He added that he has not received any requests for Traffic Calming in this area. Mr. Knauf added that the Traffic Calming program is used to slow traffic without stop signs. Mr. Word said that Traffic Calming is done by using the least invasive to the most invasive measures to slow traffic.

Council Member Burch asked the average cost for a stop sign installation. Mr. Knauf said that it was less than \$1000. Council Member Burch asked how much would cost to have a traffic trailer come to this location. Mr. Macy said several hundred dollars. Council Member Burch said that he was trying to find a comparison and that cost is really not the concern. Mr. Knauf said that cost really is not the issue, it will be inconvenient for the people who are not in favor of the sign that have to stop there on a daily basis and that there would be compliance issues as it is not a warranted sign.

Mr. Richard Fletcher asked Council Member Gotto if the neighborhood association would consider going through the Traffic Calming program. Chairperson Frank asked what would happen if the stop sign was approved, installed and they were still having speeding problems. Council Member Gotto said that he would be willing to revisit Traffic Calming if the sign does not help. He added that there are kids playing in this area and with people going 50mph on a downhill slope, it is a safety concern. He said that he will make a commitment that if the sign does not improve the issue, they will work with the Traffic Calming program.

Mr. Fletcher said that lowering the speed (as requested in Old Business Item #2) would create a bigger issue for enforcement. He added that he would agree to the stop sign but lowering the speed would seem impractical. Council Member Gotto said that the Hampton Hall Way Home Owners Association is more concerned with having the Stop sign than lowering the speed limit.

Council Member Carl Burch made a **motion to approve** the All-Way Stop on Hampton Hall Way at Hallcrest Ct. The motion was seconded by Mr. Richard Fletcher and ***approved by a voice vote.***

2. Request to appeal denial to decrease the speed limit from 30mph to 25mph on Hampton Hall Way, requested by Council Member Jim Gotto, District 12

Council Member Jim Gotto withdrew this appeal after the All-Way Stop on Hampton Hall Way at Hallcrest was granted.

3. Request to appeal denial of All-Way Stop on Oakcrest Ln. at Oak Hollow Ct., requested by Council Member Jim Gotto, District 12

Council Member Jim Gotto withdrew this appeal prior to discussion and vote.

4. Request to appeal denial to decrease the speed limit from 30mph to 25mph on Oakcrest Lane, requested by Council Member Jim Gotto, District 12

Council Member Jim Gotto withdrew this appeal prior to discussion and vote.

5. Request to appeal denial to decrease the speed limit from 30mph to 25mph on Farmingham Woods Dr., requested by Council Member Jim Gotto, District 12

Council Member Gotto requested that the speed limit be reduced from 30mph to 25 mph on Farmingham Woods drive because the neighborhood is having trouble with speeders who live in the development. He added that he has already requested additional police enforcement in this area and is hoping that lowering the speed limit will help to slow the cars.

Mr. Chip Knauf presented slides and information regarding Farmingham Woods Dr. and noted that there was only one way in and one way out of this subdivision. Mr. Fletcher asked how the residents of the subdivision feel about lowering the speed limit in this area. Council Member Gotto said that the Farmingham Woods Home Owners Association made this request.

Ms. Frank asked if this was possibly a premature action with the thought of "No Parking" signs being requested in the future. Council Member Gotto said that the Home Owners will probably decide against the "No Parking" with the decrease in speed. Council Member Burch asked if the speed reduction would alleviate the safety concerns. Council Member Gotto said that their idea is to slow people down not only coming in and out but in the entire subdivision.

Mr. Gene Ward added that he was not speaking for or against the "No Parking" signs but in the past, "No Parking" signs have been installed by request and the residents have found they do not have anywhere else to park and want to reverse the "No Parking." Council Member Gotto said that the residents are still debating their request for the "No Parking" signs.

Mr. Richard Fletcher made a motion to decrease the speed from 30mph to 25mph on Farmingham Woods Dr. and all intersecting streets. The motion was seconded by Mr. Feller Brown and **approved by a voice vote.**

6. Request to appeal denial to install “No Parking” signs on Farmingham Woods Dr., requested by Council Member Jim Gotto, District 12

Council Member Jim Gotto withdrew this appeal prior to discussion and vote.

7. Request to appeal denial to decrease the speed limit from 30mph to 25mph on Chesney Glen Dr., requested by Council Member Jim Gotto, District 12

Council Member Gotto noted that the Chesney Glen subdivision was built in the 1980's and the homes are close together with very narrow roads. He said that there are cars parked along the street and that speeding has become an issue. Council Member Gotto requested that the speed limit be lowered from 30mph to 25mph to increase safety on Chesney Glen Dr. and the intersecting streets.

Mr. Richard Fletcher made a motion to approve the request to lower the speed limit on Chesney Glen Dr. and all of the intersecting streets. Mr. Feller Brown seconded the motion and it was **approved by a voice vote.**

8. Request to appeal denial to install “No Parking” signs on Chesney Glen Dr., requested by Council Member Jim Gotto, District 12

Council Member Gotto presented a letter from the Chesney Glen Home Owners Association requesting “No Parking” signs be installed on one side of Chesney Glen near the entrance to the subdivision. He added that along with speeding, people are parking on the street and making it difficult to navigate in and out of the subdivision.

Council Member Burch asked if “No Parking” signs on one side of Chesney Glen Dr. would rid the safety concern of weaving through cars. He also asked Council Member Gotto if the residents are in favor of these signs. Council Member Gotto said that he is there representing the Chesney Glen Home Owners Association and that he has brought a letter requesting these signs.

Ms. Kathy Austin said that she is aware that some Home Owners Association meetings are generally not very well represented. She asked if Council Member Gotto was comfortable that the residents will be happy with the requested signs. Council Member Gotto said that he was sure that they are in favor and will be satisfied with these installations. He said that the most effective place for the “No Parking” signs to be installed is on the east side of Chesney Glen Dr. from Old Lebanon Dirt Rd. to Glenboro Dr.

Mr. Richard Fletcher made a motion to approve the “No Parking” signs on Chesney Glen Dr. as requested by Council Member Gotto. The motion was seconded by Mr. Feller Brown **approved by a voice vote.**

**9. Request to establish Polk Ave. as a two-way street, requested by RPM Transportation Consultants**

Mr. Doug Marks, Sun Development, spoke on behalf of the Homewood Suites. He noted that there is a coffee shop on the ground level of this hotel with the possibility of a restaurant in the future. He said that the entrance to the hotel is on Church St. but the valet zone is on Polk Ave. and they want to make the zone more easily accessible and rule out all safety issues.

Mr. Bob Murphy, RMP Consultants, said that were several options proposed to the Commission in the July meeting and that the option of changing Polk Ave. to one-way northbound and leaving parking on both sides seems to be the best option for them. He said that this item was deferred in the July meeting to address the issues of the other property owners being notified of the possible changes and make sure that there was no impact from bus services and deliveries. Mr. Murphy said that Tom Turner, Nashville Downtown Partnership, could not attend the meeting but sent some correspondence regarding meeting with the residents and property owners that could be affected by these changes. He said that parking was the main concern in discussing with property owners.

Mr. Murphy said that the one-way northbound option on Polk Ave. would solve the most problems with the least amount of difficulty. He said that he would also like to request to change the existing 50' valet zone on Polk Ave. to extend it to 75' to make it a dual loading and valet zone.

Mr. Fletcher asked what the owners and managers of the Best Western's options were on the changes. Mr. Murphy said that they did not want to lose any on street parking and would like to prefer to leave it one-way southbound because of their access. Mr. Knauf pointed out that if Polk Ave. was to be converted to a two-way street, 14 parking spaces would be removed. Council Member Burch asked how the residents of the Watoga felt about the proposed changes. Mr. Murphy said that their concerns were of parking as well.

Council Member Burch asked how the existing parking was marked. Mr. Knauf said that it is currently signed as 2-Hour Parking now but it has been proposed to change it to metered parking. Mr. Murphy said that they did not do a study to see who is actually utilizing these 2-Hour spaces.

Ms. Austin asked if any parking would be lost in changing the 50' loading zone to 75'. Mr. Murphy said that one space would be eliminated if the 75' zone were to be approved.

Mr. Richard Fletcher made a motion to approve making Polk Ave. one-way northbound, approval of the 75' loading zone and leaving parking on both sides of Polk Ave. This motion was seconded by Council Member Burch and **approved by a voice vote.**

## 10. Request to remove 2 Hour Parking and install Parking Meters on Polk. Ave

Council Member Carl Burch made a motion to approve changing the 2-Hour Parking to Parking Meters on Polk Ave. This motion was seconded by Mr. Mitchell and **approved by a voice vote.**

### **APPEALS**

1. Request to appeal denial of "No Trucks Over 5000 Pounds" on Iverson Ave. from Gallatin Pk. to Coney St. & Maynor Ave. from Gallatin Pk. to Dead End, requested by Council Member Karen Bennett, District 8

Council Member Karen Bennett, District 8, spoke on behalf of the Inglewood area and the Maynor Place residents. She made a request for a truck prohibition on Iverson Ave. and Maynor Ave. Council Member Bennett spoke of the safety concerns of the residents as the large trucks drive through their residential neighborhood.

Ms. Sheila Carpenter, Maynor Place Home Owners Association President, said that she has spoken with the neighbors and has a petition with a majority of them wanting the truck prohibition on their residential streets. She said that the trucks not only are dangerous on their streets but have a hard time making the right turn onto Coney St. to get to West Kirkland. Ms. Carpenter said that the large trucks speed down their street and pose a huge safety concern for the residents.

Mr. Daniel Elkin, 1026 Iverson Ave., said that he bought his home in the Maynor Place subdivision in 2001 and that the dynamics of the neighborhood and the business complex have changed. He said that there are more young people with children moving into the neighborhood. Also, the business complex has gone from 1-2 businesses to 20-30 business which has increased the amount of trucks in the neighborhood. Mr. Elkin spoke in favor of the truck prohibition for safety for the residents and hopes that the large trucks can be rerouted from their neighborhood.

Mr. Fletcher asked why the trucks are cutting through these residential streets. Council Member Bennett said that Mr. Stevenson, owner of American Business Center, says that the trucks cannot turn left if going northbound and it is safer and easier for the trucks to use either Maynor Ave. or Iverson Ave. to get to W. Kirkland.

Mr. Fletcher asked what they are suggesting for these trucks in lieu of cutting through the residential streets. Council Member Bennett said that the driver's would have to or make a loop using Briley Pkwy. and Ellington Pkwy. and change their routes to make sure they did not travel down these residential streets. Lt. David Corman said that when traveling north on Gallatin Pk., they cannot make a left turn due to the median. Council Member Burch said that these companies would have to plan to re-route on their manifests.

Rev. Mitchell asked the speed limit on Iverson Ave. and the size of trucks that are traveling through the neighborhood. Mr. Knauf said it is currently 30mph as in most



residential neighborhoods and Council Member Bennett said that both small trucks and large 18-wheelers are coming through the neighborhood.

Chairperson Frank asked if anyone was there to speak in opposition of the Truck Prohibition. Council Member Burch asked the history of this area and if there was a truck prohibition in this area previously. Mr. Knauf said that Public Works has no record of truck restriction. Council Member Burch asked if the truck prohibition were to be installed, would the businesses be adversely affected. Council Member Bennett said that some businesses say they will be affected and others say they will not. Mr. Elkin said that he feels that it would be faster for the trucks to go from Ellington Pkwy. to Hart Ln. to W. Kirkland.

Mr. John Stevenson, owner of American Business Center, spoke against the truck prohibition. He said that since purchasing this business complex, he has done a tremendous amount of work to help clean up this area and the business has increased to almost 30 tenants. Mr. Stevenson said he was not aware of a problem until he was contacted by Metro Public Works. He said that the direct access to W. Kirkland is extremely limited due to the median on Gallatin Pk., the railroad bridge and the sight distance turning onto Gallatin Pk. from W. Kirkland. He said he understands the concern and would like to work with the communities to come to an agreement so these trucks do not have to re-route which could cause unwanted U-Turns on Gallatin Pk.

Lt. Corman asked why they would not re-route their trucks to avoid driving through these neighborhoods. Mr. Stevenson said that it is human nature to want to go the fastest way to the destination. He said these truck drivers would make U-Turns on Gallatin Pk. rather than re-route for efficiency and cost purposes. Mr. Stevenson added that he did not have a problem if they wanted to restrict trucks on Maynor Ave. but would like to compromise the restriction on Iverson Ave. to allow for small delivery trucks.

Mr. Mitchell asked if they had any data on what it would cost to re-route the trucks. Mr. Stevenson said he did not and that he was there to represent the tenants and what is best for them. Council Member Burch said that if the trucks can be re-routed away from these residential neighborhoods, it should be done for safety purposes. He asked if "No U-Turn" signs could be installed on and around Gallatin Pk. to force the trucks to re-route. Ms. Kathy Austin said 20 or more signs would have to be installed on Gallatin and it is not feasible. She added that she understands the concerns from both sides as this is a unique intersection because the trucks cannot turn onto W. Kirkland due to the median. Ms. Austin said she would like to see a compromise.

Mr. Knauf said that this is a difficult situation as the area is zoned for "industrial business" next to a residential neighborhood. He said that there are issues with the median on Gallatin Pk., the turning radius on these streets and the sight distance issues. Mr. Knauf said that re-routing would be a strain on these companies with the increases in gas prices and time. Mr. Fletcher asked if the median on Gallatin Pk. could be removed to allow for a left hand turn into W. Kirkland. Mr. Knauf said that the median is part of the Inglewood Community and the removal should be approved by the

community and then only if engineering analysis supports the removal. He added that a truck pulling out of W. Kirkland with the limited sight distance could be a liability and that is why they sometimes use Maynor Ave. and Iverson Ave. to get to Gallatin Pk. He said that a classification study showed that a majority of the trucks on these residential roads exceed 5,000 pounds.

Rev. Mitchell said that if the trucks are prohibited in one area, it could push them into another neighborhood. He asked if the manifest could direct these trucks to the business another way. Mr. Stevenson said that these are daily drivers that run their business from this location and do not have a manifest. He said that the drivers do not realize this is a problem because what they are doing is completely legal.

Chairperson Frank asked if the neighborhood and the businesses have met to discuss these issues and possibly reach a compromise. Mr. Stevenson said that he had not heard any complaints from the neighbors and did not know there was a problem until he was contacted by Metro Public Works. He said he would be happy to meet and try to come up with a compromise or some way to control the amount of trucks on these roads.

Chairperson Frank said that the Commission is charged with making sure the roads are as safe as possible. She noted that the challenge is W. Kirkland and asked if there were any efforts to improve this intersection. Council Member Bennett said that nothing substantial has been done to attempt to fix this intersection. She added that CSX is not going to do any improvements to the bridge, as it is up to safety standards as far as they were concerned.

Council Member Burch asked what could be done to improve the safety of the right turn from W. Kirkland onto Gallatin Pk. Mr. Knauf said that warning flashers could be installed on Gallatin Pk. along with advisory speeds and Trucks Entering Highway signs.

Ms. Kathy Austin suggested that this be deferred for one month for further discussion of a compromise as the turn from W. Kirkland and semi trucks on residential roads are both dangerous. Mr. Stevenson said that he would like to see the proposed truck restriction be changed to allow for the smaller trucks to use Iverson to get to W. Kirkland. Lt. Corman asked which is more invasive, Iverson Ave. or Maynor Ave. Ms. Carpenter said that the residents on Maynor Ave. do not have as much of a problem as the residents on Iverson Ave.

Chairperson Frank said that she agrees with Ms. Austin and would like to see the residents and Mr. Stevenson reach a compromise and defer this request for one month. She said that she would like to hear all sides and charges Council Lady Bennett to see what she can do to help with this intersection. Council Member Bennett said she did not mind to meet with these residents and business owners but knows that the residents are frustrated and want a solution. Chairperson Frank added that they should be looking for a solution, not a quick fix to this obvious problem.

**Ms. Kathy Austin made a motion to defer this request for one month. The motion was seconded by Mr. Fletcher.**

Council Member Burch said that he was concerned to defer and leave it up to the residents and business owner to meet on what could be controlled by signage. Mr. Fletcher asked staff to obtain some information on the trucks and the intersection data as to what size of vehicles can safely travel these residential roads.

***Motion to defer for one month was approved by a voice vote.***

## **NEW BUSINESS**

- 1. Resolution No. RS2008-382** – Request to consider designating certain areas of Davidson County as special event speed zones, requested by Council Member Vivian Wilhoite, District #29.

Council Member Vivian Wilhoite presented Resolution No. RS2008-382. She noted that this Resolution was passed by Metro Council on July 15<sup>th</sup> and is requesting that Metro Public Works and the Traffic and Parking Commission consider designating areas as special event zones. Council Member Wilhoite said that this is a non-binding Resolution but it has to do with making the public events in Nashville and Davidson County safer. She said that this Resolution was created after the death of an 8 year old boy who was fatally struck by a taxi driver during an event at Vanderbilt University. She said that she thinks incidents of this sort will be minimized if special event speed zones were posted. Council Member Wilhoite added that the cost would fall on the event holder to hire appropriate police staff.

Chairperson Frank noted that the Traffic and Parking Commission received a letter from Council Member Wilhoite and that it was forwarded to staff for action. Mr. Knauf said that special events are already in the hands of a Special Events Committee and that the Metro Police Department has the final call in handling the special events and the traffic flow in and out of these venues. Chairperson Frank asked if the posted speed limits are reduced during these events. Mr. Knauf said that the Police Department has jurisdiction to calm the traffic and make the decisions on appropriate traffic control. He added that this Resolution does not require a motion or a vote but it is for coordination and it is already in place.

Rev. Breonus Mitchell asked if the Resolution stated what is constituted as a special event zone. Council Member Wilhoite said that the event is uncommon in nature but they do happen on and or near the public roads. She said that she understands that tickets cannot be issued on private property but these events affect the public roadways. She said the objective is to make the roads safer going to these events and added that it should be the vision of these departments to make the roadways in Davidson County a safe place to travel and she is coming to this Commission to make this possible.

Lt. Corman noted in the Resolution that the most frequented events, such as Titans games, should have special event speeds. He asked if these areas should be permanent to supersede the existing 30mph. Council Member Wilhoite said that would be the responsibility of the event holder and that they would not take the place of the existing 30mph.

Lt. Corman said that there are existing permits that have to be obtained for special events. Chairperson Frank added that there are mechanisms in place and the death of the 8 year old boy was an unfortunate accident. He said that according to the accident report, speeding was not an issue. Ms. Austin said that she was unsure how this is feasible as there are several logistical concerns and issues regarding signage and who would be responsible for them. Mr. Knauf said that all of these issues are currently being addressed by the Special Events Committee and the Metro Police Department.

Mr. Fletcher asked if there are signs where the speed limit could be changed for special events. Chairperson Frank asked where the zones would be located. Lt. Corman said that the most obvious place would be near downtown and the Sommet Center. He said that the Police Department currently engages in mass traffic control at large events to slow the traffic.

Rev. Mitchell asked if this item should be deferred for more definite language. Mr. Knauf pointed out that this Resolution does not require vote, just requests the attention from the Commission. He added that Ms. Diane Marshall is on the Special Events Committee and will take this information to the next meeting for discussion and consideration. Ms. Kathy Austin requested to hear an update from Staff when a decision is made. Council Member Wilhoite said that she recognizes the large responsibility this would have for several different departments and appreciates the Commission hearing her concern.

**2. Establish “No Parking Anytime” on Heaton Way, east side from Porter House Dr. to Dead End**

Mr. Knauf reviewed the slides and information regarding the “No Parking” signs on Heaton Way. He said that Heaton Way is 26’ wide and is a code violation for cars to park on both sides as it would not permit an emergency vehicle to navigate down this street.

Council Member Burch made a motion to approve the “No Parking”. The motion was seconded by Rev. Mitchell and ***approved by a voice vote.***

**3. Resolution No. 08-08:** The August monthly regulatory Resolution was previously approved under the Consent Agenda.

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Traffic and Parking Commission Resolution No. 08-08 authorized by Chapter 9 of the Charter of the Metropolitan Government of Nashville and Davidson County, Tennessee as amended.

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BE IT RESOLVED by the Traffic and Parking Commission of the Metropolitan Government of Nashville and Davidson County, Tennessee as follows:

Schedule I, 'Traffic Control Signals'

ADD:

Doverside and Nashville Commons

Schedule II, 'Speed Limits'

DELETE:

Battery Ln from Granny White Pk to Lealand Ln, 40mph

Gateway Blvd from 4th Av S to Interstate Dr, 35mph

Harding Pl from Granny White Pk to Lynnwood Bv, 40mph

ADD:

Avalon Ct from Farmingham Woods Dr to Dead End, 25mph

Battery Ln from Granny White Pk to 1000'E of Granny White Pk, 35mph

Battery Ln from 1000'E of Granny White Pk to Lealand Av, 40mph

Briarwick Ct from Farmingham Woods Dr to Dead End, 25mph

Caledon Ct from Glenfalls Dr to Dead End, 25mph

Chambley Ct from Chesney Glen Dr to Dead End, 25mph

Chesney Ct from Chesney Glen Dr to Dead End, 25mph

Chesney Glen Dr from Old Lebanon Dirt Rd to Dead End, 25mph

Creston Ct from Glenfalls Dr to Dead End, 25mph

Farmingham Woods Dr from N New Hope Rd to Colchester Dr W, 25mph

Glenboro Dr from Chesney Glen Dr to Dead End, 25mph

Glenfalls Dr from Chesney Glen Dr to Dead End, 25mph

Glentree Dr from End - West to End - East, 25mph

Harding Pl from 1000' W of Granny White Pk to Lynnwood, 40mph

Harding Pl from Granny White Pk to 1000' W of Granny White Pk, 35mph

Knollcrest Ct from Farmingham Woods Dr to Dead End, 25mph

Korean Veterans Bv from Interstate Dr to 4th Av S, 40mph

Nichol Ln from Page Rd to West Tyne Dr, 25mph

Royal Ct from Farmingham Woods Dr to Dead End, 25mph

Schedule IV, 'One Way Streets and Alleys'

DELETE:

Polk Av southbound from Union St to Church St

ADD:

Polk Av northbound from Union St to Church St

## Schedule V, 'Through Streets'

### ADD:

Gilmore Crossing Ln from Cato Rd to Rambling Brook Rd  
Graylynn Dr from Lebanon Pk to McGavock Pk  
Maynard Ct from Maynard Ct to cul-de-sac  
Rambling Brook Rd from Eatons Creek Rd to Gilmore Crossing Ln

## Schedule VI, 'Stop and Yield Intersections'

### ADD:

Stop on Comroe Rd at Sherman Oaks Dr  
Stop on Hampton Hall Way at Hallcrest Ct  
Stop on Nevada Av at 33rd Av N  
Stop on Polk Av at Union St  
Stop on Twin Oaks Cr at Twin Oaks Dr  
Stop on Twin Oaks Ct at Twin Oaks Dr

## Schedule VII, 'Parking Restrictions'

### Section A: Stopping, Standing, or Parking Prohibited

#### ADD:

Chesney Glen Dr, east side from Old Lebanon Dirt Rd to Glenboro Dr, No Parking Anytime  
Heaton Way, east side from Porter House Dr to Dead End, No Parking Anytime

### Section C: Curb Parking

#### DELETE:

Polk Av, west side from 184' N of Church St to 226' N of Church St, 2 Hr Limit, 7am-6pm M-F  
Polk Av, west side from Union St to Library driveway S of Union St, 2 Hr Limit 7am-6pm Mon-Fri  
Polk Av, west side from Church St to 184' N of Church St, 2 Hr Limit 7am-6pm Mon-Fri  
Polk Av, east side from Union St to Church St, 2 Hr Limit 7am-6pm Mon-Fri

#### ADD:

Adelicia, both sides from 19th Av S to 20th Av S, Valet Parking Only 5pm to 2am

## Schedule VIII, 'Parking Meters'

### Section I-1: 1.00/1 Hour, Limit 2 Hours

#### ADD:

Metro Parking Lot #2, north side from Polk Av to Rosa L Parks Av  
Polk Av, west side from 184' N of Church St to 226' N of Church St  
Polk Av, west side from Union St to Library Driveway S of Union St

Polk Av, west side from Church St to 184' N of Church St  
Polk Av, east side from Union St to Church St  
Rosa L Parks Av, east side from Church St to Union Av

Schedule X, 'Loading Zones'

Section A: Commercial

DELETE:

Polk Av, east side (Church St), 50', Valet Zone (Homewood Suites)

ADD:

Polk Av, east side (Church St), 75', Valet/Loading Zone (Homewood Suites)

SECTION II. BE IT FURTHER RESOLVED that this Resolution be published in a daily newspaper in Metropolitan Nashville/Davidson County, Tennessee and that a certified copy be filed with the Chief of Police of the Metropolitan Police Department, and that a certified copy be filed with the Metropolitan clerk, and that said Resolution take effect five (5) days thereafter.

APPROVED: August 8, 2008

EFFECTIVE: August 13, 2008

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**The above mentioned items were previously approved under the Consent Agenda.**

**OTHER BUSINESS**

There were no Other Business Items this month.

**ADJOURNMENT**

There being no further business, Council Member Burch moved to ***adjourn***, seconded by Mr. Fletcher and ***approved by voice vote with no opposition***. The meeting adjourned at 5:40 p.m.

Approved on this the \_\_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
Director  
Department of Public Works

\_\_\_\_\_  
Chairperson  
Traffic and Parking Commission